


PUBLIC COMMENTS (PC)-W

PC-W1

PC-W2

 **I-405 Improvement Project
Public Hearing
Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Dorshon Wade
Organization: local 364
Address (Optional): 7161 Hartley PKWY
Phone Number: 951-654-2414 Email address: dorshon.wade@yahoo.com

Comments: Make it better to commute less
time in traffic more time with the family.

(Space for comments continued on reverse)

From: Bob Walker [walkerbob@earthlink.net]
Sent: Tuesday, July 10, 2012 5:19 PM
To: Parsons, 405.dedcomments
Cc: miller.sbcc4@earthlink.net
Subject: Northbound 405 Alternatives

As residents of College Park East (CPENA), we would appreciate extending our feelings about the alternatives being proposed for the northbound 405 between Valley View and Seal Beach Blvd. . The intrusion of the wall 10 feet further into our area presents major problems of more traffic congestion, air and noise pollution, as well as considerable devaluation of our property. We are retirees and protection of the investment in our homes is crucial to our livelihoods.

We support the "No Build" alternative. However, if the need for traffic area expansion is critical, we feel the next best alternative would be to move the center divider southward by 10 or more feet to allow another lane. It is our understanding that this is feasible. If that alternative is impossible, we next favor Alternative #1 and ending the project at Valley View. We are opposed to more "express lanes".

Implementation of Alternatives #2 and #3 require the encroachment of the sound wall further into our neighborhood and we are extremely upset with this possibility. We have lived in College Park East for 31 years and selected our home believing the neighborhood boundaries would not change.

Up to this point, we have been very impressed with the way the massive construction has been conducted, despite the extreme inconvenience of detours, increased noise, dust and traffic congestion. We have submitted several emails commending the Caltrans staff and the, the workers and the construction companies executing this project.

We plead with you to consider these alternatives that will preclude the 10 foot encroachment of the sound wall further into our neighborhood and change our living conditions to intolerable.

Thank you for your consideration.

Mr. & Mrs. Robert M. Walker
4308 Dogwood Avenue
Seal Beach, CA 90740
Ph: (562) 431-8866

PC-W3

From:
Sent:
To:
Subject:

WackyWs@aol.com
Friday, July 13, 2012 10:10 AM
Parsons, 405.dedcomments
Fwy projects near College Park East

We are tired of all the construction that has been going on near here. We are inconvenienced on a daily basis, and it seems never ending. Get done with it and leave us alone. We do not wish to see values lowered in our neighborhood, due to taking away part of our tract. It is patently unfair to the people living closest to the freeway. We don't want the emissions from the freeway any closer to us than they already are. If L.A. County isn't going to do anything, all your projected work will be an exercise in futility. All you will be doing will be to move the bottleneck a little further down the road.

Harriett & James Walker
4397 Elder Ave.
Seal Beach
(Resident of College Park East)

PC-W4

6/26/12 City of Seal Beach Community Meeting 7pm -
As a College Park resident for 25 years I am extremely against tearing down the original live wall. It is an extremely well built wall withstanding earth quake etc... It is higher than the standard wall that would be replacing the wall.

The Information Agency for Research on Cancer has ^{recently} provided that vehicle emissions, diesel truck exhaust and brake dust ARE carcinogenic that will filter into our beautiful neighborhood and our quality of life will be destroyed.

The bottleneck of the 605 will create a bottleneck for idling vehicles, increased noise, smells, etc for our residents to inhale. Our neighbors presently have their houses for sale and potential buyers get back into their vehicles & state "Too much traffic, noise, and fumes. Property values will decrease more if that wall is moved further into College Park East. I am on Vacation Circle, too close now to the wall - DO NOT make it closer PLEASE!!

Douglas Walker
3570 Vacation Circle
Seal Beach, CA 90740

Alternative #1 is the only option! in the No Build.

PC-W5

From: Kim W [cali_fun21@yahoo.com]
Sent: Wednesday, July 11, 2012 12:00 PM
To: Parsons, 405.dedcomments
Subject: Regarding San Diego Freeway (I-405) Improvement Project

Good Morning,

My name is Kimberly Walton, and am a resident of Santa Ana. I am aware of your proposals to add a toll lane to the 405 freeway. I currently carpool practically every day, as to assist with traffic congestion and eliminate pollution. However, if you add a toll road I will not be able to afford the cost associated with doing so. I would like to continue to Carpool, however, I will not be able to do so. Please consider approving Build Alternative 2: Add two General Purpose Lanes in Each Direction. And deny the Build Alternative 3: Express Facility Alternative. I have traveled the 91 freeway many times and I have not seen any improvement of traffic flow since that toll road has been added. I know traffic will become more congested if the "FREE" carpool lane is removed. Please consider the Building Alternative 2 as it will help ease traffic, but will not put those who do carpool in a very bad position. Thank you for your time and consideration in this matter.

Sincerely,
Kimberly Walton

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PC-W6

From: Katowang2@aol.com
Sent: Tuesday, July 17, 2012 11:00 AM
To: Parsons, 405.dedcomments
Subject: toll roads

Stop giving our roads away to profit making outfits and allowing rich to buy their way onto our roads while less affluent have to deal with jams.
Find ways to encourage car pooling and using public transportation.
Kathleen Wang
828 N Del Sol Lane
Diamond Bar, Ca 91765

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PC-W7

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

1

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Joan M. Ward
(Name)

273 Hanover Dr
(Address)

Costa Mesa Ca 92626
(City)

☒ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-W8

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

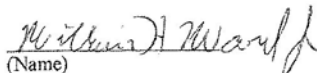
I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,



(Name)

273 Hancock Dr Costa Mesa CA
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-W9

From: Monica Warrick [monicawarrick@sbcglobal.net]
Sent: Thursday, July 19, 2012 9:15 AM
To: Parsons, 405.dedcomments
Subject: State Route 405 (I-405, San Diego Freeway) between SR-73 and I-605 and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

Monica Warrick
3095 Murray Lane, Costa Mesa CA 92626

PC-W10

From: Weber, Casey [Casey.Weber@aecom.com]
Sent: Thursday, July 12, 2012 3:48 PM
To: Parsons, 405.dedcomments
Subject: I-405 Draft EIR/EIS Comments

I am writing to express my support for the I-405 Improvement Project. As a bridge engineer, I support infrastructure improvement projects. As a resident of Costa Mesa, I look forward to the completion of this project and the affect it will have on my travel time in the area. I attended the June 4 public meeting at OCC and generally agree that Build Alternative 2 makes the most sense for Costa Mesa. I trust that OCTA/Caltrans will move forward with the design that best meets the needs of as many affected parties as possible.

Casey Weber, P.E.
AECOM Transportation
D 714.567.2429
casey.weber@aecom.com

AECOM
999 Town and Country Road
Orange, CA 92868
T 714.567.2501 F 714.567.2441

PC-W11

From: Harold Webster [hwwbstr@sbcglobal.net]
Sent: Saturday, July 14, 2012 4:53 PM
To: "Audra Adams" <@ocgov.com>; Bates, Pat; BillCampbell@ocgov.com; dhansen@surfcity-hb.org; CFikes@surfcity-hb.org; Nguyen, Janet; lverandall@yahoo.com; lorn@lorrigalloway.com; Moorlach, John
Subject: Widening 405 Frwy thru Costa Mesa

I am writing to voice my opposition to the proposed widening of the 405 Fwy thru Costa Mesa. After attending the meetings and reading all the info that has been printed about the project, I have to voice my opinion that it is a total waste of taxpayers money. Beside subjecting CM residents to at least 2 years of inconvenience caused by construction detours and such. The 2 bridges that will have be demolished at Fairview and Harbor are less than 10 years old . They are the 2 main North and South route for CM residents and would take a couple years to complete. The plan does not allows for exits for individuals trying to exit the 405 in CM. Totally unacceptable. I really have no idea whether you people read these messages or not but for what it is worth this CM resident who will actively oppose the implmentation of such a project
Harold Webster
945 Lansing Lane
Costa ,Mesa

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PC-W12



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- ☐ Monday, June 4, 2012 -- Orange Coast Community College ☐ Thursday, June 7, 2012 -- Rush Park Auditorium
☐ Wednesday, June 6, 2012 -- Westminster Community Center ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last):	
ALEX WEDDLE	
Organization:	
LOCAL 582	
Address(Optional):	
Phone Number:	Email address:
(949) 232-8408	

Comments: TRAVEL TIMES ARE HORRIBLE, TO GET HOME ON TIME.

1

(Space for comments continued on reverse)



PC-W13

From: J L [law144@yahoo.com]
Sent: Monday, June 18, 2012 6:40 PM
To: Parsons, 405.dedcomments
Subject: Fw: NO to moving the soundwall

Subject: NO to moving the soundwall

To Whom It May Concern,

Our family is totally opposed to moving the 22/405 soundwall any further into the College Park East tract of Seal Beach. We feel it would be intrusive and would have a devastating effect on the value of our home.

Thank you,
 David Kahn and Nancy Weintraub
 3570 Violet Street
 Seal Beach, CA
 562-981-4321

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PC-W14

From: David Kahn [baksdad@yahoo.com]
Sent: Wednesday, July 11, 2012 12:45 PM
To: Parsons, 405.dedcomments
Subject: Don't Move the Soundwall

To Whom It May Concern,

I've just been told of the possibility of there being more than just the soundwall that's being moved into the College Park East section of Seal Beach and I'd like some clarification.

Is it true that some sort of gas/fuel pipeline is going to be relocated from the south side of the 405 to the north side, bordering College Park East? If so, what, exactly is going to be moved? Where will it be located? What will it be transporting? How deep will it be buried? Will it necessitate moving the power lines along Almond Avenue? Who owns the pipeline?

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2

This, above all other considerations (noise, pollution, loss of home value, loss of parkland, etc.) is of major concern to us.

Thank you,
 David Kahn and Nancy Weintraub
 3570 Violet Street
 Seal Beach, CA 90740

PC-W15

June 20, 2012

Ms. Smitha Deshpande
 Caltrans District 12
 2201 Dupont Drive
 Suite 200
 Irvine, CA 92612

Dear Ms. Deshpande,

As residents of the College Park East neighborhood of Seal Beach, we are alarmed at the possibility of moving the 22/405 corridor soundwall. We are most concerned about:

- Increased noise
- Increased pollution
- Decreased parking and safety
- Loss of park land and trees
- An undefined time period with no wall at all
- Disruption – possibly long term – of power lines, phone lines and sewage systems
- Home values will plunge

1

We are already inundated with noise and pollution from the freeways. We certainly don't need more of either.

Additionally, we don't believe the proposed movement of the wall will do anything to alleviate the congestion on the freeway due to the fact that L.A. County has no plans to expand the freeway on their side of the border. In effect, the bottleneck will reappear where the 405 crosses into L.A. County and just continue to back up into Orange County.

2

Alternative 1 in Measure M was approved by the voters. It would go against the expressed wishes of the citizens of Orange County to consider or carry out either Alternative 2 or 3.

3

The Navy has plenty of room on the south side of the freeway. It would be much less of a burden on them to lose a few feet of strawberry fields than for an established neighborhood to lose integral property.

4

Thank you for your consideration in this matter.



Nancy Weintraub and David Kahn
 3570 Violet Street
 Seal Beach, CA 90740

PC-W16

From: Fred & Darlene Welch [oldegeek1@yahoo.com]
Sent: Thursday, June 21, 2012 10:49 AM
To: Parsons, 405.dedcomments
Cc: Gary Miller
Subject: I-405 Improvement Project

As a resident of College Park East in Seal Beach I must protest the planned "improvements" planned for the I-405 freeway. These are not improvements for the quality of life for the residents of College Park and the city of Seal Beach.

None of the proposed modifications to the I-405 are acceptable, least of all any re-positioning of the existing soundwall.

The residents of College Park East have endured years of construction, dust, noise, pollution and inconvenience from all the projects in the immediate vicinity of our community including the West Counties Connector project. You are now proposing that we should endure more of the same until the year 2020. When that project is completed what will CalTrans, OCTA and Parsons propose next? It sounds to us like this is job creation and job security in perpetuity at the expense of the residents of College Park East.


We also understand that that the project is underfunded. In this time of austerity, surely the state and county can put the funds earmarked for this project to better use.

Time has shown that widening freeways does not solve the traffic problems. It merely begets more traffic, which in turn begets more construction.

Walter F. Welch
Darlene A. Welch
4465 Dogwood Ave
Seal Beach, CA 90740
562.598.3126

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2
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PC-W17



I-405 Improvement Project

Public Hearing

Comment Sheet

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Name (First and Last): <u>ALAN WELCH</u>	
Organization: <u>Local 652</u>	
Address (Optional): <u>16761 VIEWPOINT LN. APT. 306 HUNTINGTON BEACH, CA. 92648</u>	
Phone Number: <u>(714) 628-9328</u>	Email address: _____

Comments: IF THEY ARE NOT WORKING THEY
CAN NOT KEEP THE ECONOMY GOING

(Space for comments continued on reverse)

PC-W18

PC-W19



I-405 Improvement Project Public Hearing Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>SEAN WELLS</u>	
Organization: <u>LOCAL 582</u>	
Address (Optional): <u>10956 LA TERRAZA AVE F.V. CA 92708</u>	
Phone Number: <u>714) 688-6128</u>	Email address:

Comments: get us some more WORK BOYS.
Thank You.

(Space for comments continued on reverse)



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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Willie Lee Wells</u>	
Organization: <u>Local 411</u>	
Address (Optional):	
Phone Number: <u>(902) 314-8825</u>	Email address:

Comments: the 405 freeway traffic is ridiculous and needs
to be widened. hurry if possible.

(Space for comments continued on reverse)



PC-W20

From: JAY WEXLER [mailto:jhwex@sbccglobal.net]
Sent: Wednesday, June 06, 2012 11:38 AM
To: Christina Byrne
Subject: 405 Widening @ Costa Mesa

Gentlemen,

Please help keep the traffic intensity down, and the disturbance of the homes, schools, and business, in the area. There will never be enough freeway lanes!! The more lanes we build the more people and traffic will come. PLEASE consider this. Costa Mesa

1

PC-W21

From: Jean Wiblemo [jwiblemo@verizon.net]
Sent: Wednesday, June 20, 2012 5:30 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone!

As homeowners in College Park East in Seal Beach for 40 years, we do not want our neighborhood subjected to the negative impact that would be the result of moving the sound wall in 10 feet along Almond Ave. The wall we have now went up after we had lived here for several years and it has served CPE well. There must be an alternative to removing this existing wall and causing hardship to not only those living along Almond Ave., but the entire neighborhood. Please consider another option that would not involve the removal of a perfectly good existing sound wall. Thank you for your consideration of this matter which is of vital importance to all of us living in CPE.

1

Andy and Jean Wiblemo
4264 Birchwood Ave.
Seal Beach, CA 90740

PC-W22

On Jun 6, 2012, at 7:50 AM, "Jeff Wilcox" <jeff.wilcox2@gmail.com> wrote:

Ms. Byrne,
I do not want to see OCTA proceed with Alternative number 3 for the I-405. This plan will affect the economy of Costa Mesa in a negative way and is a waste of tax payer money.
Jeff Wilcox
President, Mesa Del Mar community Association
714-624-1374

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PC-W23

Stacey Wilder
3144 Bermuda Dr.
Costa Mesa, CA 92626
(714) 241-8558
swilford2@yahoo.com

07/17/12

To: Caltrans

RE: 405 Improvement Project

I am writing to let you know that after reviewing the alternative freeway expansion plans, I am opposed to all three of them as I feel the perceived benefits of reduced congestion along the corridor in question does not justify the negative impacts, both immediate and long term, on the surrounding communities.

1

Along the Costa Mesa segment alone there are three schools; California Elementary, TeWinkle Middle school and Killybrook Elementary, a major outside shopping center, and several community parks in very close proximity to the freeway. The children and adults that frequent these locations would be negatively impacted for years from the construction activity, the increased noise, and the increased particulate matter. This negative impact would continue once the construction is completed despite what the Environmental Impact report claims. Their claims make the assumption that once the freeway is complete it will reduce the emissions and particulate matter because traffic will be less congested and be running at optimum efficiency. The fact is no matter how many traffic lanes are added there will always be accidents and road construction that will cause slow traffic, thereby increasing emissions and particulate matter, which with the added lanes are now closer to these populations. In addition, the expansions will only add to the congestion on the surrounding city streets which are already having difficulty handling current traffic loads.

2

While I am opposed to all three alternatives, I object most strongly to alternative 3 which adds toll lanes and takes away the free carpool lane. Alternative 3 causes the demolition the newly built Fairview bridge and does not include any entrance or exits in the city of Costa Mesa which would negatively impact the businesses in this area. Most importantly, I disagree with the addition of the toll lanes because it takes away lanes from those who can't afford to pay the toll and gives them to those who can afford to pay the more money. If we are going to use public funds to build roads they should benefit the people that pay the taxes, not just the rich that can afford to pay for a faster commute time.

3

Sincerely,
Stacey Wilder

PC-W24

Steve Wilder
3144 Bermuda Dr
Costa Mesa, CA 92626
(714)504-3380
Sjwilder2002@yahoo.com

Date: 07/16/12

To: Caltrans

RE: 405 Improvement Project

After attending the OCTA meeting at OCC and reviewing the plans for the alternative freeway expansions plans I am opposed to all three plans as I feel the perceived benefit of reduced congestion do not justify the negative impacts, both immediate and long term, on the surrounding communities.

Along the Costa Mesa segment alone there are three schools, California Elementary, Tewinkle Middle School and Kellybrook Elementary, a major outside shopping center, South Coast Collection, as well several community parks in very close proximity to the freeway. All of these would be negatively impacted by years of construction activity with increased noise, congestion, increased particulate matter. This negative impact would continue once the construction is completed despite what the Environmental Impact Report claims. Their claims make the assumption that the once the freeway is complete it will reduce the emissions and particulate matter because traffic will be less congested and the freeway will be running at optimum efficiency. The fact is there will always be accidents, road construction and other events which cause congestion and slow traffic. In addition the expansions will only add to the congestion on the surrounding city streets which are already having difficulty handling current traffic loads.

While I am opposed to all three alternatives, I object most strongly to Alternative 3 which adds toll lanes. In addition to the reasons above I object to adding toll lanes based on the financial result of other toll roads which have been added in the basin. None have been as financially successful as projected and there is no reason to think the results would be any different along this stretch of freeway. I also believe the toll roads would take away lanes of the freeway from those who can't afford to pay the toll and give them to those who can afford to pay a toll. If we are going to use public funds to build roads they should benefit all the people whom pay the taxes not just those that can afford to pay for a faster commute.

Sincerely,

Steve Wilder

PC-W25

From: ooophie@gmail.com
Sent: Tuesday, June 19, 2012 10:19 AM
To: Parsons, 405.dedcomments
Subject: 405 comments

To whom it may concern,

We live at 3581 Primrose Circle in College Park East. Though we would prefer that the sound wall not be moved, we are not opposed to improving the traffic flow on our nearby 405. We are very much in favor of expanding the freeway and connecting the car pool lanes from the 405 to the 605; however, if that connection is made into a toll lane, you would in essence be taking it away from US! We are the ones living through all of this construction (for probably 6+ years), also paying increased tax to help pay for it, so please let us use the improvements without having to pay extra for it. I would never pay for it anyway, so you would just be precluding me from being able to use something in my own back yard that I've had to suffer through the construction of.

Sincerely,

Cynthia Williams
562-618-1646
Ooophie@gmail.com

PC-W26

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,


(Name)

2207-A STATE, COSTA MESA 92627
(Address) (City)

____ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

PC-W27

From: uscforever@sbcglobal.net
Sent: Friday, June 08, 2012 8:22 AM
To: Parsons, 405.dedcomments
Subject: 405 widening in Costa Mesa Public Comment

OCTA 405 Public Comment:

I ardently oppose all 3 plans for toll roads which would make it impossible for drivers on the toll road to exit anywhere in Costa Mesa. This would adversely impact All of the retail shopping centers, Performing Arts Center, the Orange County Fairgrounds, OCC and Vanguard colleges, in effect reducing Costa Mesa to a ghost town. At the very least create one exit for Harbor Blvd, both north and south.

Respectfully submitted
Joy Williams

PC-W28

From: uscforever@sbcglobal.net [mailto:uscforever@sbcglobal.net]
Sent: Tuesday, July 17, 2012 6:02 PM
To: council@cityoflagunahill.org; dhansen@surfcity-hb.org; wknowies@octa.net; 2, District; Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; ewade@octa.net; lweinert@octa.net
Subject: 405 Widening FRY Comments

Please read attached.

Widen the gore point freeway at Euclid to the same amount of lanes as all the rest of the freeway from 605 to 55.

NO TOLL LANES !!!!!!!!!!!!!

It is obvious that the public is not willing to support the 73 as it does not raise enough money to pay its way and as a result the debt had to be restructured. The economy is on the ropes! This is NOT the time for toll roads!!!!!!!!!!!!

Joy Williams

PC-W29

From: HL Williamson [aquadyn1@roadrunner.com]
Sent: Monday, July 09, 2012 12:31 PM
To: Parsons, 405.dedcomments
Subject: DONT MOVE OUR WALL

Don't move our Sound abatement wall closer to the houses along Almond Street for the following reasons.

1. Safety of vehicles turning onto Almond from the many streets the end perpendicular to Almond. Right now if a car is turning on to Almond and a medium size Vehicle or larger (SUV) size is parked near the intersection. The car turning onto Almond has to pull well into the street around the parked vehicle before the driver can see if there is any oncoming traffic. There are a lot of SUV size vehicles in College Park East as well as workers trucks and utility trucks or vans.

If the wall is moved 10 feet closer to the homes that means the street will be narrowed at least 6 ft. If the new plan calls for a dirt strip to be left for the vines or plants to be planted, Almond will be narrowed an additional amount to accommodate the vegetation planned. Vehicles turning on to Almond will possibly be in the oncoming traffic lane before the driver can see traffic coming. Picture a SUV or larger vehicle pulling around another parked SUV or larger vehicle to get onto Almond. Most full sized SUVs have bumpers that extend at least 4 feet in front of the drivers position. This is not wise and I feel certain with all the children that use Almond for skate board, motor scooter, or bike movement; someone's life will be in danger. A prime example; several cars going east on Almond around the park just east of Jasmin Circle have gone over the curb and ploughed into the fence that protects the basketball court. If my memory is correct, there were 2 in the past year. Check it out. By moving the wall 10 feet closer to the houses on the north of Almond the curve will be tighter.

2. The Ash that comes from the 22/405 relentlessly attacks the paint on houses or rusts metal parts that are exposed. It appears that once the ash has settled on a surface and then becomes dampened it then becomes acidic. At any rate, a lot of water is wasted cleaning up the black residue left over from roof run off after a rain shower. The movement of the wall will bring that ash and noise level closer.

3. Air quality: Something must be done to improve the air quality that is generated by the exhaust coming from the freeway over the fence. I would like to see a study done on the number of cancer deaths in college Park East compared to the national average. Moving the wall closer will only increase the contaminants we have to breath. This expansion only goes a mile or so before it reduces back to its present width because it has not been approved by L. A. County. Why is it necessary??? This could create a choke point which slows the traffic speed passing College Park East thereby increasing the amount of exhaust delivered to CPE.

Thanks for your consideration of my objections. Yes on Option #1

Herman L Williamson
 3561 Jasmin Sir.
 Seal Beach, CA

PC-W30

From: HL Williamson [aquadyn1@roadrunner.com]
Sent: Wednesday, June 20, 2012 9:23 PM
To: Parsons, 405.dedcomments
Subject: LEAVE OUR WALL ALONE

1. WHAT BENEFIT DOES THIS PLAN OFFER? IF IT IS NOT GOING TO BE CONTINUED IN THE LOS ANGELES COUNTY AREA (605) WHAT IS THEIR REASONING?
2. WHAT DOES L.A. COUNTY KNOW THAT ORANGE COUNTY DOESN'T?
3. A MINIMUM OF 7 PEOPLE HAVE DIED OF CANCER ON JASMIN CIRCLE. I HAVE NO IDEA HOW MANY OTHERS ON OTHER STREETS, BUT IT IS MY BELIEF THAT IT HAS TO DO WITH POLLUTION FROM AUTO EXHAUST AND FREEWAY SUIT. PUTTING THE FREEWAY EVEN CLOSER TO RESIDENTS WILL NO DOUBT RESULT IN FURTHER DEATHS BY CANCER. DO WE NEED TO GET ERIN BROCKOVICH TO INVESTIGATE ON OUR BEHALF IN ORDER TO HAVE OUR CONCERNS TAKEN SERIOUSLY?
4. AS IT STANDS, WE CANNOT TAKE OUR DOGS TO THE PARKS TO WALK THEM, WE HAVE TO WORRY ABOUT BEING HIT BY A CAR WHEN WALKING OUR DOGS IN THE NEIGHBORHOOD AND YOU WANT TO MAKE THE STREET NARROWER STILL. WILL YOU STOP AT NOTHING?
5. WHAT IS WRONG WITH OCTA. OUR LIVES HAVE BEEN DISRUPTED ENOUGH. STOP. THE PEOPLE MUST BE HEARD. WE DO NOT WANT OUR WALL MOVED ANY CLOSER TO OUR HOMES AND OUR CHILDREN AND OUR PETS.

RESPECTFULLY
 NANCY WILLIAMSON
 RESIDENT, SEAL BEACH.

PC-W31

From: April Wilsak [april@artcenterfv.com]
Sent: Thursday, July 05, 2012 1:04 PM
To: Parsons, 405.dedcomments
Subject: Against the Alternative 1 & 2 & 3 I 405 improvement

To whom this may concern,
 I vote against Alternative 3 for the I 405 improvement project. The plan is too expensive and ill conceived.

Thank you,
 April Wilsak

PC-W32

From: Chriswilson@post.com
Sent: Sunday, June 24, 2012 2:11 PM
To: Parsons, 405.dedcomments
Subject: 405 "improvement" project

A resounding No for alternative number 3, a clever attempt by your agency to drum up money for improvement projects by creating the illusion that traffic will go faster if we pay for the use of toll lanes. Of course if everyone could afford to pay, there would be no point in having the lane because everyone would use it.

If you are going to put out information to inform the public then at least give equal time to each alternative instead of spending the bulk of the video pumping up alternative number three as the best option.

Chriswilson@post.com

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PC-W34

From: Kay Wolnarowicz [Kaywojo@socal.rr.com]
Sent: Monday, June 18, 2012 7:39 PM
To: Parsons, 405.dedcomments
Subject: I-405 project

We have been residents of Midway City, the area affected by the proposed widening of the 405 freeway since 1971 and are very concerned about this project. We realize that the 405 needs to be improved but not at the expense of the area residents and business in the Beach Blvd/McFadden area. We are adamantly opposed to eminent domain and any toll roads. If this project proceeds, then the only option should be for one general purpose lane in each direction so as not to adversely impact the access to our housing tract as well as access to the new Bella Terra mall. We are also concerned about the lack of sound barriers as apparently this is not even up for discussion.

We did not receive any notice of public hearings but heard about this from a concerned neighbor who did receive notice. As a taxpayer and a registered voter, I feel that all residents of Orange County had a right to be informed about the public hearings.

Please consider the residents of this area before making a decision that we will all have to live with.

Sylvester and Paulette Woinarowicz
15341 Pacific Street
Midway City, CA 92655

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PC-W33

From: s.e.wilson@cox.net
Sent: Tuesday, June 19, 2012 10:07 AM
To: Parsons, 405.dedcomments
Subject: I-405 Project Comment Period Extended

The new valley view bridge is incredible! One issue that you might be able to help on. I've hit that bridge at different times this week (anywhere between 1 and 6 pm) and noticed that the people coming off Garden Grove making a left onto Valley View have been running the light - not a little, a lot, like they are entering the intersection on a full green light for us (VV drivers). Ok, I know that occasionally happens, but this is every light. Yesterday I hit it at 1:30 and we darn near had an accident. I was wondering if the two lights are out of sync or perhaps where some lights both go red before one goes green, this light goes immediately from red to green and no red to red for a few seconds.

The only other thing and suggestion I have is restriping where the westbound lanes on Valley View meet the bridge. Currently there are three lanes; one of the lanes goes onto the onramp of the north bound GG frwy, the other two go across the freeway and on top of the bridge there are two lanes turning left onto GG blvd and two going over the bridge. The suggestion is the restripe the west bound Valley View Street to permit the one lane that goes onto the freeway to also go over the bridge and that same lane would then be the on-ramp to the So. 405 or goes straight over the bridge and continues down Balsa Chica. The other two lanes would go straight over the freeway and continue down BC and permit the left turners to GG blvd. Right now while the traffic moves across the bridge, traffic still tends to back up before the bridge because on VV, just like before. Selfish people drive down the #1 and #3 lanes of VV and cut in at the last moment thus backing up traffic down VV.

Overall, it's a vast improvement!

Kind regards,

Steve Wilson

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PC-W35

From: joyce wood [mailto:kd6hvo@att.net]
Sent: Friday, June 08, 2012 9:20 AM
To: Christina Byrne
Subject:

NO! NO! NO! on all or the 405 expansions! We cannot keep expanding the freeways!!!

Joyce Wood
Costa Mesa

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PC-W36

From: WOODS68@aol.com
Sent: Tuesday, June 26, 2012 7:48 AM
To: Parsons, 405.dedcomments
Subject: The major changes regarding the 405, 605, and the 22 Freeways

First, let me start, I live in the middle of the three freeways mentioned (I live in Rossmoor and am surrounded by the three freeways in this project). Traffic is always a pain to try to go north, south, or east at almost any time. I am in my 60's and have seen and have driven almost a million miles over the last 44+ years and agree that something has to be done to make the traffic move faster. That being said, what I do not understand is why are we spending this kind of money in a time when the State of California is broke and thousands of California residents are either out of work or under worked. I have been trying to get a job similar to what I had before my last layoff for about 4 years, without success. And with a BS in Business Administration, I would think companies would be happy to get someone with my background.

During the times of little money to pay all of the bills, and little money coming into the household, we had to make decisions to cut back on many things from food, health insurance, vacations, entertainment, and many others in order to pay our regular bills on time. Many Californians are in the same mess and have to make the same decisions. However, we have learned that sometimes you have to cut back on necessities in order to prevent getting a bad credit score. The State of California has not learned this much needed lesson and continues to spend money like a drunken sailor on shore leave! While the projects may be necessary, they should be held off until we can pay our bills and come up with ways to get our budget back in line so we do not have to lay off teachers, cut back on fire and police personnel, and other important personnel. Without the jobs, we don't need the freeway improvements. As residents of California look at other states, they have been making the decisions to move out instead of stay here and be unemployed or underemployed during this recession or, what it really is, a DEPRESSION like back in the late 1920's and 1930's! The Governor and the state legislature wants to raise taxes to pay the bills but without jobs and the citizens having to make the decision to cut back here and there, the State government NEEDS to do the same thing. The projects around the state, especially in the south land, need to be cut back or delayed until the budget is more in line and we are not almost \$16 BILLION in the red! I realize it is going to get worse on the freeways but we can't keep spending money we don't have. Change the system before you change the freeways and other major projects around the state! Get politicians to work together to cut back on spending on pork barrel projects that are not needed and work on reducing the expenses that are only making things worse for the remaining residents that are not working!

In closing, sure we need additional lanes on some of the freeways, but we need to get the rest of our "house" in order first before taking on more and more debt that we are just passing on to our children and their children!

James Woods
 Rossmoor/Los Alamitos, CA 90720

PC-W37

July 4, 2012

Caltrans District 12
 2201 Dupont Drive, Suite 200
 Irvine, CA 92612

Attn: Smita Deshpande

Re: I-405 Improvement Project

As current residents in the College Park East neighborhood in Seal Beach, we wish to express our objection to several of the Alternatives included in the I-405 Improvement Project.

Alternatives 2 & 3 which require moving of the existing sound wall and intrusion into our neighborhood will cause great harm to the aesthetics and privacy of our living environment, including additional noise and reduction of air quality. We urge Caltrans to abandon these Alternatives.

We support Alternative # 1 adding one additional lane in each direction and totally oppose any added toll lanes.

Sincerely yours,

Dale Woodward
 Jeri Woodward
 College Park East residents.

Copies to: Supervisor John Moorlach
 State Senator Tom Harman
 Assemblyman Jim Silva
 Congressman Dana Rohrabacher

PC-W38

From: sam wozniak [samwoz@pacbell.net]
Sent: Thursday, July 12, 2012 7:25 PM
To: Parsons, 405.dedcomments
Subject: 405 comments

Instead of adding one or two lanes and "putting around" trying to solve the problem, solve the real problem. The 405 carries two distinct types of traffic. Short haul local traffic (going 5 to 10 Miles) and long haul (going North to South or South to North) trying to get thru Orange County and Los Angeles. THEY DO NOT WANT TO STOP IN ORANGE COUNTY OR LOS ANGELES. So do what a number of Texas cities have done and double deck the 405 with the thru traffic (maybe one or two off/on ramps) on the top and the local traffic on the present 405. This is a BOLD solution and not another short term patchwork. Sam Wozniak, 1168 Princess Court, Costa Mesa, CA 92626.

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PC-W39

From: Bob Wucetich [bwucetich@yahoo.com]
Sent: Tuesday, June 19, 2012 12:26 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion

To Whom It May Concern: I am very concerned about the proposed expansion of the 405 that will take place in 2014 or 2015. I reside in Seal Beach and the 405 at the the 605 ALREADY HAS 6 LANES GOING NORTH AND SOUTH and the 405 bottle necks north of the 605 since that segment of the 405 in LA County goes to 4 lanes. I am concerned by adding more lanes south of the 605 will merely increase the severity of the bottle neck. At the public presentation of this project on June 7, the residents were told that LA County is "looking into" expanding this portion north of the 605. However, the presenter did state that this could take place well after 2019 when this Orange County expansion of the 405 is due to be completed. I would hope that when the final decisions are made regarding this project that this bottle neck would be considered. Thanks for your time. RD Wucetich

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PC-W40

From: linda-wifhg@ca.rr.com
Sent: Monday, July 16, 2012 7:10 PM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project - 3350 Nevada Ave, Costa Mesa comments

I live at 3350 Nevada Ave in Costa Mesa. My house backs up to the 405 freeway, and is one of the ones that will be "disturbed" during the I-405 Improvement Project. It seems that Alternative #3 was introduced because it is so horrendous, alternatives 1 and 2 don't look so bad in comparison - sort of a "reverse bait and switch" technique. I'm heartbroken that it appears one of these alternatives will be put through, and I'd like to know what will be done to compensate me and my fellow neighbors on this side of my street. Every day I wake up thinking about this situation and hating it. Following are some of my concerns.

I have asthma and allergies that are under control with the use of daily prescription meds including a preventative inhaler I use twice a day. With the tear-down of my back wall and the sound wall, and the construction, I have a very big concern about the "powder fine" construction dust, carcinogens, chemicals, etc that I'll be inhaling during the work.

A construction zone is like a war zone and my 4th Amendment right to be secure in my home will be violated - I am scared and feeling vulnerable, to be quite honest.

I don't want to hear heavy equipment/machinery, men yelling, and the sounds of construction taking place all day and/or all night, I want to maintain my peaceful enjoyment of life.

I have beautiful sweet-tempered pets who are afraid of loud noises, men yelling, and the sounds of machinery. I don't know how I'll get my dog to go to the bathroom in the back yard, with my back yard part of a construction zone.

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I have mature landscaping up against my back fence - beautiful magenta colored bouganvilla, etc. Imagining it being ripped down because the OCTA needs to tear down my fence, put a cement footer in, & rebuild another fence is almost impossible.

I would like to know what will be done to compensate me and my fellow neighbors on this side of my street.

I have a big concern about subsidence and the back of my home and yard cracking and dipping down toward the freeway since the vibrations of the traffic will be so much closer.

After the construction is complete, increased smog and noise will come, with more lanes of traffic and more vehicles.

There is no beneficial effect on the surroundings here that will result from any of the alternatives - this is a neighborhood, not an industrial area.

As I said, I'm heartbroken that it appears one of the alternatives will go through. I'd prefer none of them did. I'd like to know how my neighbors and I will be compensated for this. Again as I said above, every day I wake up thinking about this situation and hating it. I'd rather have my house bought via Eminent Domain than go through what I'll be going through with the anticipated freeway widening.

--
Linda Wulfing
3350 Nevada Ave
Costa Mesa CA 92626
cell # 949-278-5428

PC-W41

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Sandra Wulfsberg
(Name)

3350 Nevada Ave, Costa Mesa CA
(Address) (City)

☒ Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-W42

Carolyn Wyatt
3561 Wisteria Street
Seal Beach, Ca 90740

June 27, 2012

Ms. Smita Deshpande
Branch Chief – Caltrans District 12
"Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, Ca 92612

Dear Ms. Deshpande,

I am writing you regarding the proposed 405 Widening EIP. I am a homeowner in College Park East. I have lived in the Seal Beach area for most of my life, and when I didn't live in Seal Beach, I lived in the Newport Beach/Costa Mesa area. I currently work in Newport Beach. I have spent my life driving back and forth on this section of freeway. I attended the Seal Beach community meeting at the Seal Beach Tennis Courts on Tuesday, June 12 and the community meeting on June 26 at the North Seal Beach Community Center. I would like to voice my concern regarding this project and have a few questions answered. I will start with my concerns and end with my questions.

My first choice is for nothing to happen. I am already tired of waking up in the middle of the night to OCSA horns at 3 am and praying that my house doesn't fall down with all the pylon pounding. The idea that as soon as the SR-22 WCC project is done, another, larger, construction project would start in my backyard is very upsetting. We are only half way through the current project and there has already been damage done to my pool.

If there is going to be some work done on the 405, of the choices presented in the EIP, I can tolerate Alternative 1. I do not want the sound wall moved any further into my neighborhood. We value our quality of life in College Park East and removing the ability to park on Almond Ave would make our everyday life more difficult. I am requesting that you look into and consider any and all alternative that are proposed by the City of Seal Beach to maintain the ability to park on Almond Ave.

I agree with Costa Mesa in adamantly opposing option 3. In the article by Thy Vo in the OC Register on June 5, 2012, it states that the tolls are for a dual purpose of managing congestion and generating revenue for the project itself. First, I would like to address the need to generate revenue to fund the project. If there isn't enough money to pay for this project, why is it being considered? In our current economic environment, I do not feel any state, county, or municipality should take on additional debt. The funding for this project is coming from Measure M-2 that does not allow for toll roads. The voters of this county approved Measure M-2 in order to improve the traffic flow for the residents of

PC-W42 Continued

PC-W42 Continued

Orange County. By using Measure M-2 funds in coordination with selling municipal bonds to cover the additional expense and maintain a toll road you are violating the purpose of Measure M-2. I would like to see copies of the financial revenue projections for the income off the proposed toll road. I think that before a toll road in added to the 405 freeway, it should be put to the voters of this county. I voted in favor of Measure M-2, and it was not my intent for this revenue to be used for a toll road. In light of the fact that many residents, community organizations and cities affected by the proposal are against the toll road, I do not think the public money should be spent against public out cry. Prior to buying my home in Seal Beach, I was a resident in Costa Mesa. I lived through the construction of the new bridge on Fairview. If the OCTA and CalTrans insist on going ahead with the project and demolish the new bridge, I think that they should reimburse the city of Costa Mesa for the full cost of the project. I believe that amount is \$7 million. I do not like to see this kind of blatant mismanagement of government funds. Our state is not in a position to be wasting money in a foolish manner. If the funds are not already raised and available, the project must wait until the money is there. I think it would be very unwise in our current economic environment to depend on future hypothetical income to pay for a project of this magnitude. As for managing congestion, I think we should look at the 91 freeway; the toll road has not helped their congestion.

4

Another concern I have with this project is the bottleneck that will be increased on the 405 northbound lanes. LA County is not going to be matching our efforts to widen the 405. By adding additional lanes a more severe bottleneck will be created that will back up traffic into Orange County through all the cities that this project is suppose to help. I live in Seal Beach and work in Newport Beach. I do not believe that this project will improve my commute home from work each day. If there is any benefit it will be for the residents in LA County because the 405 southbound through Long Beach will be much less congested. Those residents are not paying for Measure M.

6

In the EIP the section of the 405 that is being discussed in this proposal has received a grade of F for traffic flow. I would like to know what the anticipated grades would be for each of the alternatives being discussed.

7

Now, I would like to discuss an issue that is specific to my property. I understand that the CalTrans owns the land behind my home. I have not seen any concern on their part of being a responsible property owner. If this is their land, I wish they would take care of it. I am tired of fighting off rats, groundhogs, and coyotes because CalTrans chooses not to take care of their property. I have lived here for 3 years and the area between my backyard and the current sound wall is neglected. The plants are overgrown making a great home for the animals, juvenile delinquents who graffiti the walls and homeless vagrants. I have contacted the county and the city regarding these problems and no one from the county has helped or responded to the animal issue. Since CalTrans has neglected their property, the City of Seal Beach police have had to use their limited resources to check this property.

8

After driving on the freeways in LA County I am always happy to be home in Orange County because of our better transportation and freeway systems. I am grateful that they

are maintained and that you strive to improve them. However, I feel that with Alternative 3 you are more concerned with the special interests groups that are favoring the toll road, than improving our quality of life.

Here are my questions:

What kind of vegetation is included in option 2 or 3? I would like to see a row of trees planted in between the new wall and College Park East.

9

What kind of insurance is the project going to have to cover additional damage done to my home?

10

Are you going to use rubberized asphalt for the new lanes?

11

Will the entire 405 be resurfaced in rubberized asphalt?

12

I would like the new wall to be built before the old wall is torn down, is this possible?

13

How are you going to word the contract to ensure that there is always a sound wall in place?

14

I learned from the Seal Beach city assistant manager that we are receiving an exemption in our sound wall height to maintain the current 20-foot height. Can we have a 25 or 30-foot wall?

15

Will you put the issue of a toll road to the voters? If not, why not?

If the toll road is put in, who will receive the tolls? What organizations will share in the profits? I think that being able to use the toll road free of charge, the entire time we own our affected property, should compensate those of us living in the impact zone.

16

What is the breakdown for the sources of funding for Alternative 3?

Will Measure M-2 funds be used for the Express Toll lanes?

What will be the anticipated grade for traffic flow with Alternative 1?

What will be the anticipated grade for traffic flow with Alternative 2?

What will be the anticipated grade for traffic flow with Alternative 3?

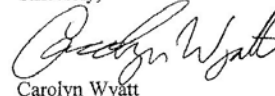
If Alternative 3 is selected, will all of the new carpool lanes that are being built as a part of the SR-22 WCC project be turned into toll lanes?

17

Does the funding of the SR-22 WCC allow for these lanes to be used as toll lanes?

Thank you for your time and I am looking forward to hearing your response to the issues I have raised in this letter.

Sincerely,


Carolyn Wyatt

Cc: Gary A. Miller
John Moorlach
Tom Harman
Jim Silva
Dana Rohrabacher

RESPONSE TO PUBLIC COMMENTS (PC)-W

Response to Comment Letter PC-W1

Comment PC-W1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W2

Comment PC-W2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W3

Comment PC-W3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build

Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-W4

Comment PC-W4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W4-2

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-W4-3

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-W4-4

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway widening near a home. Please see Common Response – Property Values.

Comment PC-W4-5

Please see Response to Comment PC-W4-1.

Response to Comment Letter PC-W5**Comment PC-W5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We acknowledge your preference for Alternative 2. Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The SR-91 Express Lanes do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, see Common Response – Opposition to Tolling.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-W6**Comment PC-W6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

The Draft EIR/EIS evaluated impacts to residences and public parks near I-405 and did not find any significant visual, air, or noise impacts as described in Sections 3.1.7, 3.2.6, and 3.27, respectively.

Response to Comment Letter PC-W7

Comment PC-W7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W8

Comment PC-W8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W9

Comment PC-W9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W10**Comment PC-W10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W11**Comment PC-W11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-W12**Comment PC-W12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W13**Comment PC-W13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W14

Comment PC-W14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W14-2

Please see Section 3.1.5.2, Environmental Consequences, for a discussion regarding relocation of gas lines. If the option to relocate the gas lines into Almond Avenue is chosen, it will require coordination with the utility owners prior to the physical relocation. In addition, staged construction will be designed during the design phase to minimize impacts to the College Park East residents.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. See Common Responses – Relocation of Gas Lines and Almond Avenue Soundwall.

Response to Comment Letter PC-W15

Comment PC-W15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W15-2

Please see Response to Comment PC-W15-1. With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-W15-3

Please see Common Response – Measure M Funding.

Comment PC-W15-4

The priority of the design team was to minimize the residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Response to Comment PC-W15-1 and Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-W16**Comment PC-W16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W16-2

Please see Common Response – Measure M Funding.

Comment PC-W16-3

Section 3.1.2 of the Draft EIR/EIS covers induced growth. There is no evidence that the build alternatives will induce traffic demand. Please see Common Response – Induced Demand.

Response to Comment Letter PC-W17**Comment PC-W17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W18

Comment PC-W18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W19

Comment PC-W19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W20

Comment PC-W20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-W21

Comment PC-W21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W22

Comment PC-W22-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-W23

Comment PC-W23-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-W23-2

The EIR/EIS discloses the potential for impacts from MSATs to the extent that current scientific information allows. Sensitive receptors are identified, and a qualitative assessment of impacts to the sensitive receptors, was performed. Quantitative analysis for MSATs was conducted for the project, as described starting on page 3.2.6-42 in Section 3.2.6.3, Environmental Consequences, of the Draft EIR/EIS. MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-W23-3

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-W24

Comment PC-W24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Response to Comment PC-W23-1.

Comment PC-W24-2

Please see Response to Comment PC-W23-2.

Comment PC-W24-3

Please see Response to Comment PC-W23-3.

Response to Comment Letter PC-W25

Comment PC-W25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Please see Common Response – Measure M Funding.

Response to Comment Letter PC-W26

Comment PC-W26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W27

Comment PC-W27-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road

Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.

Response to Comment Letter PC-W28

Comment PC-W28-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. See Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Please see Common Response – Opposition to Tolling.

Response to Comment Letter PC-W29

Comment PC-W29-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W29-2

Please see Response to Comment PC-W29-1.

Comment PC-W29-3

Please see Response to Comment PC-W29-1.

Comment PC-W29-4

Please see Response to Comment PC-W29-1.

Response to Comment Letter PC-W30

Comment PC-W30-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-W30-2

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-W30-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-W31

Comment PC-W31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-W32

Comment PC-W32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification. The three build alternatives and No Build Alternative were

evaluated equally in the EIR/EIS. As opposed to the other alternatives, Alternative 3 requires additional description and explanation due to its unique features.

Response to Comment Letter PC-W33

Comment PC-W33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The referenced traffic problem is not related to the I-405 Improvement Project. The commenter is encouraged to contact Caltrans directly regarding the issue.

Comment PC-W33-2

The suggestions provided are sound; however, the project improvements to the Valley View Street interchange at SR-22 were conducted as part of the WCC Project. For the I-405 Improvement Project, the emphasis is to I-405 and Bolsa Chica Road.

Response to Comment Letter PC-W34

Comment PC-W34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All reasonable and feasible soundwalls will be constructed as described in Section 3.2.7, Noise. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Noise/Noise Analysis.

Comment PC-W34-2

As described in Chapter 5 of the Final EIR/EIS, public notice for this project included mail notification (i.e., distribution to all property owners/occupants within a 0.25-mile buffer around I-405 from SR-73 to I-605); public outreach to community groups, businesses, and the cities; and notification via newspaper advertisements (i.e., English, Spanish, and Vietnamese), e-mail notifications, and various local media (i.e., television and print stories). Public notice for the project has exceeded all legal requirements.

Response to Comment Letter PC-W35

Comment PC-W35-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-W36

Comment PC-W36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Measure M Funding.

Response to Comment Letter PC-W37

Comment PC-W37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W37-2

Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-W38

Comment PC-W38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

An alternative similar to the one referenced in the comment is included in the Draft EIR/EIS. Alternative M10 is described on page 2-46. This alternative was considered but eliminated from further consideration for the reasons identified on the referenced page.

Response to Comment Letter PC-W39

Comment PC-W39-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Response to Comment Letter PC-W40

Comment PC-W40-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6 of the Draft EIR/EIS, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

The I-405 Improvement Project may have an effect on property values, but it is not likely to be a major change because I-405 is an existing facility within Orange County. In addition, Caltrans has found no literature, studies, or evidence that property values decrease because of freeway

widening near a home. Please see Common Responses – Property Values and Compensation for Construction Impacts.

Response to Comment Letter PC-W41

Comment PC-W41-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-W42

Comment PC-W42-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-W42-2

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Comment PC-W42-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-W42-4

Measure M2 neither explicitly endorses nor explicitly prohibits tolling; however, OCTA has indicated that Measure M2 revenues would only be used to fund construction of a single GP lane in each direction. Please see Common Response – Measure M Funding.

Comment PC-W42-5

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes and Preferred Alternative Identification.

Comment PC-W42-6

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-W42-7

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13 show that, except for the Express Lanes proposed in Alternative 3, all of the alternatives (i.e., build and no build) are anticipated to operate at LOS F during peak hours. Due to active management of the Express Lanes proposed in Alternative 3, they are anticipated to operate at LOS C or D (depending on location) during peak hours.

Because none of the build alternatives are expected to eliminate LOS F congestion in the GP and HOV lanes, but all are expected to improve performance compared to the no-build condition, metrics other than LOS have been presented in the Draft EIR/EIS to distinguish among the alternatives. The metrics are presented in Tables 3.1.6-6 (speed), 3.1.6-7 (travel time), 3.1.6-8 (delay), and 3.1.6-14 (throughput).

Comment PC-W42-8

Thank you for your comment.

Comment PC-W42-9

Please see Response to Comment PC-W42-3.

Comment PC-W42-10

Please see Common Response – Compensation for Construction Impacts.

Comment PC-W42-11

Currently, most of I-405 is concrete pavement. Pavement studies have been completed for the project, which propose to match the type of pavement as part of the freeway widening from either concrete or asphalt. During the design phase, additional testing can be performed under federal guidelines that test for noise levels from pavement. At that time, rubberized asphalt concrete could be incorporated into the project where asphalt concrete is proposed.

Comment PC-W42-12

Please see Response to Comment PC-W42-3.

Comment PC-W42-13

Please see Response to Comment PC-W42-3.

Comment PC-W42-14

Please see Response to Comment PC-W42-3.

Comment PC-W42-15

There is no plan to put any questions regarding the proposed build alternatives on the ballot. Through a contractor hired to operate the Express Lanes, OCTA will collect the tolls.

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend on transportation improvements in the I-405 corridor consistent with the provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

We acknowledge your request for free access to the Express Lanes. There are no plans to provide free access based on residential location.

The breakdown of sources of funding for Alternative 3 is presented in Table 1-10 in Section 1.2.2.4 of the Final EIR/EIS. OCTA has indicated that improvements to I-405, in addition to those identified in Alternative 1, such as the Express Lanes in Alternative 3, would not be funded with Renewed Measure M revenues.

With respect to LOS for each of the build alternatives, please see Response to Comment PC-W42-7.

Comment PC-W42-16

As stated in the Draft EIR/EIS on pages 2-3, 2-10, and 2-12, the HOV lanes and HOV direct connectors included in the WCC Project would become part of the I-405 tolled Express Lane Facility, and use of them would become tolled; however, under Alternative 3, HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-W42-17

The funding restrictions on the WCC Project do not preclude incorporation of the facilities constructed as part of the WCC Project from becoming part of the Express Lanes in Alternative 3 because HOVs would use the Express Lanes free, provided they meet the occupancy eligibility requirement. Regarding the change in occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

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